

## **WHAT IS CLAIMED IS:**

- 1        A constant contact side bearing assembly configured for insertion into a walled receptacle provided on a railcar bolster, said side bearing assembly comprising:
  - a spring having a first end adapted for direct engagement with a bolster surface defined within parameters set by said walled receptacle;
  - a body member having wall structure extending circumferentially about said spring, with the walled structure of said body member being configured to fit within the walled receptacle on said railcar bolster; and
  - a friction member overlying a second end of and for transmitting loads to said spring, with said friction member being guided for movements relative to said body member.
2.       The constant contact side bearing assembly according to Claim 1, wherein said spring comprises a deformable block of elastomeric material for absorbing energy imparted to said side bearing assembly and configured to position said friction member relative to said bolster surface.
3.       The constant contact side bearing assembly according to Claim 2, wherein said friction member is arranged in operable combination with and positions said spring relative to said body member.
4.       The constant contact side bearing assembly according to Claim 1, further including an apparatus operably engagable with said walled receptacle on said bolster and said body member for locating said side bearing assembly relative to said bolster.
5.       The constant contact side bearing assembly according to Claim 4, wherein said side

bearing assembly defines an axis extending generally normal to the surface on said bolster adapted to be engaged by the first end of said spring.

6. The constant contact side bearing assembly according to Claim 5, wherein the wall structure on said body member and the walled receptacle include a pair of confronting surfaces disposed to opposed sides of the axis of said side bearing assembly, and wherein said apparatus for locating said side bearing assembly includes a spacer insertable into an opening defined between each pair of confronting surfaces whereby inhibiting said side bearing from shifting relative to said bolster.

7. The constant contact side bearing assembly according to Claim 6, wherein at least one surface of each pair of confronting surfaces is inclined with respect to the other surface such that said surfaces diverge away from each other as said surfaces extend away from said bolster surface adapted to be engaged by said spring whereby defining a wedge shaped opening therebetween, and wherein each spacer has a wedge-shaped configuration which fits into said wedge-shape opening, and with each wedge-shaped spacer being secured to said walled receptacle to inhibit shifting movements of said side bearing assembly relative to said bolster.

8. A constant contact side bearing assembly configured for insertion into a walled receptacle provided on an upper surface of a railcar bolster, said side bearing assembly comprising:

a walled housing defining a cavity extending therethrough and open at opposite ends;

a spring having a first end for abuttingly engaging a portion of the upper surface of said railcar bolster surrounded by said walled receptacle and a second end axially spaced from said first end; and

a cap arranged at the second end of said spring for reciprocatory guided movements by and relative to said housing, with a generally flat railcar body engaging portion on said cap being positioned relative to said housing and said walled enclosure by said spring.

9. The constant contact side bearing assembly according to Claim 8, wherein said spring comprises a resilient spring block formed from an elastomer material.

10. The constant contact side bearing assembly according to Claim 9, wherein the generally flat railcar body engaging portion on said cap and the second end of said resilient block are configured with interlocking instrumentalities for securing said resilient block and said cap in operable combination relative to each other.

11. The constant contact side bearing assembly according to Claim 8, further including spacers for locating and securing said side bearing assembly within the walled receptacle on said bolster.

12. The constant contact side bearing assembly according to Claim 11, wherein said side bearing assembly defines an axis extending generally normal to the surface on said bolster adapted to be engaged by the first end of said spring.

13. The constant contact side bearing assembly according to Claim 12, wherein said walled housing and the walled receptacle include a pair of confronting surfaces disposed to opposed sides of said side bearing assembly axis, and wherein one of said spacers is insertable into an opening defined between said confronting surfaces whereby inhibiting said side bearing assembly from shifting relative to said bolster.

14. The constant contact side bearing assembly according to Claim 13, wherein at least one of said surfaces of each pair of confronting surfaces is inclined with respect to the other surface of each pair of confronting surfaces such that said surfaces diverge away from each other as said surfaces extend away from said bolster whereby defining a wedge shaped opening therebetween, and wherein one of said spacers is insertable into each wedge shaped opening defined by said confronting surfaces on said walled housing and said walled enclosure to inhibit shifting movements of side bearing assembly relative to said walled enclosure.

15. The constant contact side bearing assembly according to Claim 14, wherein each spacer is configured as a wedge shim.

16. A constant contact side bearing assembly adapted to be accommodated within a rectangularly shaped, open top receptacle projecting from an upper surface of a railcar bolster, said receptacle having a pair of generally parallel and spaced side walls and a pair of generally parallel and spaced end walls, said constant contact side bearing assembly comprising:

- a spring having a first end adapted for abutting engagement with the upper surface of said bolster;

- a housing with wall structure defining a cavity extending therethrough and open at opposite ends, with said wall structure extending circumferentially about said spring;

- a cap positioned by and overlying a second end of said spring, with said cap being guided for telescopic movements relative to said housing, and with said cap including a generally flat portion defining an upper extreme of said side bearing assembly after said side bearing assembly is arranged in operable combination with said railcar bolster; and

- an apparatus for positively securing and positioning said side bearing assembly relative to

the railcar bolster.

17. The constant contact side bearing assembly according to Claim 16, wherein a distance ranging generally between 2.5 inches and 4.5 inches is measurable between the upper extreme of said side bearing assembly and said bolster surface after said side bearing assembly after is accommodated in said receptacle.

18. The constant contact side bearing assembly according to Claim 16, wherein said spring is configured such that an upper portion of said side bearing assembly is positioned above an upper extreme of the walls of said receptacle as long as the spring of said side bearing assembly is in an uncompressed state and when initial loadings are directed against said side bearing assembly during operation of the railcar on which said side bearing assembly is arranged in operable combination

19. The constant contact side bearing assembly according to Claim 16, wherein said spring comprises a resilient spring block having a predetermined length and a predetermined cross-sectional shape.

20. The constant contact side bearing assembly according to Claim 19, with the generally flat portion on said cap and said resilient block having interlocking instrumentalities for securing the resilient block and said cap in operable combination relative to each other.

21. The constant contact side bearing assembly according to Claim 19, wherein said resilient spring block is formed from an elastomer material.

22. The constant contact side bearing assembly according to Claim 21, wherein said housing is configured to promote the dissipation of heat away from said elastomer spring block.

23. The constant contact side bearing assembly according to Claim 21, wherein said cap is configured to promote the dissipation of heat away from said elastomer spring block.

24. The constant contact side bearing assembly according to Claim 16, wherein said side bearing assembly defines an axis extending generally normal to the surface on said bolster adapted to be abutted by the first end of said spring.

25. The constant contact side bearing assembly according to Claim 16, wherein said cap is adapted to telescopically move relative to and be guided by the wall structure on said housing, and wherein the wall structure of said housing and said cap are configured to promote the movement of air through said cavity and away from said spring.

26. The constant contact side bearing assembly according to Claim 16, wherein the wall structure of said housing has a generally rectangular shape including two side walls and two end walls, with each side wall and each end wall of said wall structure being disposed to opposite sides of the side bearing assembly axis, and wherein the generally rectangular shape of the wall structure of said housing loosely fits within and is surrounded by said receptacle.

27. The constant contact side bearing assembly according to Claim 26, wherein the end walls of said housing and the end walls of said receptacle define a pair of confronting surfaces disposed to opposite sides of said side bearing assembly axis, and wherein said apparatus includes a pair of

wedge-shared shims insertable into an opening defined between the confronting surfaces of each pair of confronting surfaces whereby securing said side bearing assembly to said bolster.

28. The constant contact side bearing assembly according to Claim 26, wherein the end walls of said housing and the end walls of said receptacle define a pair of confronting surfaces disposed to opposite sides of said side bearing assembly axis, with each pair of confronting surfaces having at least one surface which is inclined with respect to the other surface such that said surfaces diverge away from each other as said surfaces extend away from said bolster surface adapted to be engaged by said spring whereby defining a wedge-shaped opening therebetween.

29. The constant contact side bearing assembly according to Claim 28, wherein said apparatus for positively securing the side bearing assembly to the upper surface of said bolster includes spacers insertable into each wedge-shaped opening defined by said confronting surfaces on said housing and said receptacle to inhibit endwise shifting movements of side bearing assembly relative to said walled enclosure.

30. The constant contact side bearing assembly according to Claim 29, wherein each spacer is configured as a wedge shim.

31. A constant contact side bearing assembly configured for insertion into a walled receptacle provided on a railcar bolster, said constant contact side bearing assembly comprising:

a bottomless housing assembly configured to fit within the walled receptacle provided on said bolster and having a relatively flat railcar body engaging surface defining an upper end of said housing, with a distance of about 2.5 inches and about 4.5 inches being provided between said

railcar body engaging surface and a lower edge of said bottomless housing; and

an elastomeric spring configured for insertion within said housing assembly and beneath said railcar body engaging surface for providing said side bearing with a predetermined preload force capability, and wherein one end of said spring is adapted to extend through said bottomless housing for direct engagement with said bolster.

32. The constant contact side bearing assembly according to claim 31, further including an apparatus operably engagable with said walled receptacle and said bottomless housing assembly for locating said side bearing assembly relative to the railcar bolster.

33. A constant contact side bearing assembly configured for insertion into a walled receptacle provided on a railcar bolster connected to a wheeled truck, said constant contact side bearing assembly comprising:

a housing assembly configured to loosely fit within the walled receptacle provided on said bolster, said housing assembly including a friction member having a railcar engaging portion which is spring biased for engagement with an underside of a railcar body portion for limiting hunting movements of said wheeled truck; and

apparatus operably engagable with said walled receptacle and said housing assembly for locating said side bearing assembly relative to the railcar bolster.

34. The constant contact side bearing according to Claim 33 wherein said housing assembly further includes a spring for biasing said friction member into engagement with the underside of the railcar body portion and a housing defining a cavity extending therethrough and open at opposed ends whereby allowing said spring to directly abut with a surface on said bolster.